

**Friant/Millerton Road and  
Manning Avenue  
Safe Highway Coalition  
November 2008**

Volume 6 of 6  
Project Number PT0507

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## **SAFE HIGHWAY COALITIONS, PT0507 KEY PERSONNEL\***

Key California Highway Patrol personnel involved in the project include:

### **Executive Management**

J. A. Farrow, Commissioner  
R. D. Carter, Deputy Commissioner  
T. J. Clark, Assistant Commissioner, Field  
K. P. Green, Assistant Commissioner, Staff  
M. C. A. Santiago, Assistant Commissioner, Inspector General  
R. C. Prieto, Assistant Commissioner, Leadership Development and Communications

### **Project Staff**

#### Project Director

J. E. McLaughlin, Chief  
Planning and Analysis Division

#### Project Evaluator

R. M. Nannini, Staff Services Manager III  
Commander, Special Projects Section

#### Project Manager

D. Sampson, Lieutenant  
Special Projects Section

#### Project Coordinator

L. D. Sullivan, Associate Transportation Planner  
Special Projects Section

#### Project Fiscal Accounting Manager

L. A. Paolini, Chief  
Administrative Services Division

#### Project Grant Coordinator

D. E. West, Associate Governmental Program Analyst  
Special Projects Section, Grants Management Unit

#### Project Artist

W. Kubo, Senior Graphic Artist  
Office of the Academy

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\*Personnel are listed as they were assigned on the project ending date September 30, 2008.

**FRIANT/MILLERTON ROAD AND MANNING AVENUE  
SAFE HIGHWAY COALITION TASK FORCE MEMBERS**

<b>Gary Fief</b>	Task Force Chair California Highway Patrol Fresno Area
<b>John Baker</b>	California Highway Patrol Fresno Area
<b>Elliot Balch</b>	Field Representative Assembly Member Juan Arambula's Office
<b>Dia Beigi</b>	Fresno County Board of Supervisors Supervisor Judy Case's Office District 4
<b>Kevin Buchanan</b>	California Department of Parks and Recreation
<b>Kathy Burrows</b>	Fresno County Board of Supervisors District 1
<b>Joan Conway</b>	Field Representative Assembly Member Juan Arambula's Office
<b>Marc Ediger</b>	Reedley Police Department
<b>Sixto Fernandez</b>	California Highway Patrol Special Projects Section
<b>Kevin Forrester</b>	California Department of Parks and Recreation
<b>Joe Garza</b>	Reedley Police Department
<b>Lee Harjo</b>	California Highway Patrol Fresno Area
<b>Meriko Hoshida</b>	California Highway Patrol Special Projects Section
<b>Darrel Jamgochian</b>	Fowler Police Department

**FRIANT/MILLERTON ROAD AND MANNING AVENUE  
SAFE HIGHWAY COALITION TASK FORCE MEMBERS  
(continued)**

<b>John Layfield</b>	California Highway Patrol Fresno Area
<b>Mark Padilla</b>	Fresno County Sheriff's Department
<b>Dave Price</b>	California Highway Patrol Fresno Area
<b>Matt Radke</b>	California Highway Patrol Fresno Area
<b>Janice Rasmussen</b>	Fresno County Sheriff's Department
<b>Axel Reyes</b>	California Highway Patrol Fresno Area
<b>Jim Soles</b>	Fowler Police Department
<b>Traci Szatmari</b>	California Highway Patrol Fresno Area
<b>Arley Terrence</b>	Fresno County Sheriff's Department
<b>Robert Thompson</b>	Fresno County Public Works Department
<b>Don Wallace</b>	Parlier Police Department
<b>Bob Waterston</b>	Fresno County Board of Supervisors District 5
<b>Victor Wisemer</b>	Fresno County Sheriff's Department
<b>Dena Yates</b>	California Highway Patrol Fresno Area
<b>Dennis Yates</b>	California Highway Patrol Fresno Area

## **CREDITS**

This project is part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety (OTS), the National Highway Traffic Safety Administration, and the State of California.

Personnel responsible for the successful project completion included C. J. Murphy, Director, OTS; D. Doucette, Assistant Director of Operations, OTS; J. Schilling, Operations Coordinator, OTS; and M. Skaggs, Staff Services Manager I, Special Projects Section (SPS), Grants Management Unit, California Highway Patrol.

L. D. Sullivan, Associate Transportation Planner, SPS, coordinated the Safe Highway Coalitions Project.

## **DISCLAIMER**

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California, the National Highway Traffic Safety Administration, or the Federal Highway Administration.

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## EXECUTIVE SUMMARY

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**SAFE HIGHWAY COALITIONS**

**CALIFORNIA**

### **CORRIDOR 6 – FRIANT/MILLERTON ROAD AND MANNING AVENUE**

<b>PROGRAM AREA(S)</b> Police Traffic Services	<b>PROJECT CHARACTERISTICS</b> Reduction of reportable collisions through increased enforcement, establishment of a task force, and a public education campaign.
<b>TYPE OF JURISDICTION</b> Fresno County which includes the cities/communities of Fresno, Clovis, Parlier, Reedley, Fowler, Orange Cove, and Friant.	<b>JURISDICTION SIZE</b> 931,098 (2008 - estimated by California Department of Finance.)
<b>TARGETED POPULATIONS</b> Motor Vehicle Drivers	

### **PROBLEM IDENTIFICATION**

Identified traffic safety problems existed on Friant/Millerton Road and Manning Avenue in Fresno County within the California Highway Patrol (CHP) Fresno Area. Unsafe speed, improper turns, and automobile right-of-way were consistently the three primary collision factors. Accordingly, this project used the “corridor” approach to positively impact traffic safety. Through the use of a task force, problems were identified and solutions were developed and implemented. Additionally, enhanced enforcement efforts, coupled with a strong public awareness campaign, were directed toward corridor drivers.

### **PROJECT GOALS**

- To reduce the number of fatal victims on high-collision highways for each corridor. Corridor 6 – by December 31, 2007. Exact goals will be established after each corridor task force’s initial meeting. Corridor 6 – by January 31, 2007.**  
**Result: Not accomplished.** The Corridor 6 quantifiable goal was established during the January through March 2007 reporting period. Statewide Integrated Traffic Records Systems (SWITRS) data indicated a total of six fatal victims on the corridor. This is a 20 percent increase when compared to the average number of fatal victims for the same months during the January 1, 2006, through December 31, 2006, base period.
- To reduce the number of injured victims on high-collision highways for each corridor. Corridor 6 – by December 31, 2007. Exact goals will be established after each corridor task force’s initial meeting. Corridor 6 – by January 31, 2007.**  
**Result: Accomplished.** The Corridor 6 quantifiable goal was established during the January through March 2007 reporting period. SWITRS data indicated a total of 147 injured victims on the corridor. This is an 8 percent decrease when compared to the average number of injured victims for the same months during the January 1, 2006, through December 31, 2006, base period.

### **PROJECT OBJECTIVES**

- To select six corridors recommended by CHP Divisions, based upon input from CHP Areas, California Department of Transportation Districts, and regional transportation planning agencies by July 31, 2006.**  
**Result: Accomplished.** Corridor 6 was selected by July 31, 2006.
- To provide Office of Traffic Safety (OTS) with the required documentation of local support for each corridor. Corridor 6 – by December 31, 2006.**  
**Result: Accomplished.** A letter of local support was provided to Grants Management Unit on November 13, 2006.



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## EXECUTIVE SUMMARY

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3. **To issue an operational plan for each corridor, establishing the method of operation and the policies applicable to carry out the grant program. Corridor 6 – by October 31, 2006.**  
**Result: Accomplished.** An Operational Plan was issued on October 24, 2006.
4. **To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor. Corridor 6 – by December 31, 2006.**  
**Result: Accomplished.** The language assessment indicated that English and Spanish were the two principal languages in the CHP Fresno Area. Therefore, educational materials were produced in English and Spanish.
5. **Task force members will be identified and the initial meeting for each corridor will be scheduled. Corridor 6 – by October 31, 2006.**  
**Result: Accomplished.** Task force members were identified and convened for their first meeting on January 10, 2007, in Fresno.
6. **To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase. Corridor 6 – by December 31, 2007.**  
**Result: Accomplished.** The Corridor 6 task force met four times during the Implementation Phase.
7. **To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short- and/or long-term solutions to the factors. Corridor 6 – by June 30, 2007.**  
**Result: Accomplished.** The Corridor 6 task force identified four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and identified potential short- and/or long-term solutions to the factors.
8. **To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes. Corridor 6 – by December 31, 2007.**  
**Result: Accomplished.** The Corridor 6 task force implemented three solutions within 12 months (by December 31, 2007) after its initial task force convened.
9. **To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with identified "top five" reportable collision primary collision factors (PCF) during the Implementation Phase for each corridor. Corridor 6 – ending December 31, 2007.**  
**Result: Accomplished.** Corridor 6 expended its allocated officer overtime hours during its Implementation Phase.
10. **To conduct a public awareness campaign to include:**
  - a. **Issuance of a news release announcing the kick-off of the project for each corridor. Corridor 6 – by December 31, 2006.**  
**Result: Accomplished.** Corridor 6 issued its press release on December 31, 2006.
  - b. **To develop a project logo for each corridor. Corridor 6 - by December 31, 2006.**  
**Result: Accomplished.** Corridor 6 utilized the Corridor 3 Friant/Millerton Road and Manning Avenue project logo. The logo was incorporated in educational materials, and imprinted on promotional items for the public education and awareness campaign element of the project.
  - c. **To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase. Corridor 6 – by December 31, 2006.**  
**Result: Accomplished.** Corridor 6 PAO provided at least one presentation for the months of January through December 2007.
11. **To produce/air public service announcements (PSA) and paid media ads by December 31, 2007.**  
**Result: Not applicable.** Corridor 6 conducted its public education efforts through local events and safety presentations. No PSAs or paid media were utilized for this corridor.
12. **To describe and assess separately the effectiveness of paid and donated TV/radio airtime messages by providing: (please see Project Agreement).**  
**Result: Not applicable.** Corridor 6 conducted its public education efforts through local events and safety presentations. No paid or donated TV/radio airtime messages were utilized for this corridor.
13. **To describe and assess separately the effectiveness of paid and donated printed messages by providing: (please see Project Agreement).**  
**Result: Not applicable.** Corridor 6 conducted its public education efforts through local events and safety presentations. No paid or donated printed messages were utilized for this corridor.

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## EXECUTIVE SUMMARY

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14. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BT&H logos. Materials are to be distributed at appropriate venues for each corridor. Corridor 6 – by December 31, 2007.

**Result:** Accomplished. Localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc., were developed, ordered, received, and distributed.

15. To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor. Corridor 6 – by November 30, 2007.

**Result:** Not accomplished. A *Safety Action Plan* was not initiated for this corridor.

## STRATEGIES AND ACTIVITIES

The project deployed special enforcement unit personnel from the CHP Fresno Area and Fowler, Reedley, and Parlier Police Departments. The deployments focused enforcement efforts on collisions on Friant/Millerton Road and Manning Avenue. Safe driving at safe speeds was emphasized in the public awareness campaign.

## RESULTS

Through the deployment of enhanced enforcement and a public education and awareness campaign, the project achieved an 8 percent decrease in injured victims; however, the project experienced an increase in fatal victims during the Implementation Phase.

### **FUNDING**

Section 164: \$2,211,687.83

Expended: \$2,157,043.56

### **CONTACT**

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**SAFE HIGHWAY COALITIONS  
PROJECT NUMBER PT0507**

**CORRIDOR 6 – FRIANT/MILLERTON ROAD AND MANNING AVENUE  
SAFE HIGHWAY COALITION**

**INTRODUCTION**

The National Highway Traffic Safety Administration (NHTSA), through the California Office of Traffic Safety (OTS), authorized the Department of California Highway Patrol (CHP) to develop and implement Safe Highway Coalitions, project number PT0507. Funding for the entire project as of this Final Report was \$2,211,687.83.

The multidisciplinary corridor safety coalitions, each of which work together to gain an understanding of the problems on a particular corridor and then support and implement solutions, have proven to be a dynamic way of improving traffic safety, both in the short and long-term.

This report was prepared in accordance with the PT0507 Project Agreement established between the CHP, OTS, and NHTSA. The Project Agreement is contained in Annex A.

**BACKGROUND**

In California, with 3,967 killed and 265,624 injured in 2007 on the state's roadways, reducing traffic fatalities and injuries is a challenge for the CHP whose responsibility is to enforce traffic laws on more than 150,000 miles of state and local public roadways. As a means to address this challenge, the CHP implemented the safety corridor program in 1992. Through enforcement, education, and engineering efforts the CHP has used the program to build collaborative partnerships to meet the challenge of maintaining traffic safety on California roadways. Because drivers cross jurisdictions, and no single entity working alone can solve all traffic safety problems, these partnerships have been vital in addressing traffic safety needs. Using this collaborative safety corridor program the CHP has been able to target road segments or "corridors" with high numbers of traffic collisions. These corridors have benefited significantly from this approach, often with dramatic reductions of fatalities and injuries.

## PROJECT GOALS

<b>Corridor 6</b>		
<b>Corridor to be identified by:</b> 7-31-06		
<b>Goal to be quantified by:</b> 1-31-07		
<b>Quantified goal statements:</b>		
<p><b>Goal 1</b> To maintain or reduce the number of fatal victims (five) on Corridor 6 that occurred during the same months from January 1, 2006, through December 31, 2006, by December 31, 2007.</p> <p><b>Goal 2</b> To reduce the number of injured victims on Corridor 6 by 5 percent, from 160 to 152 as compared to the number, 160, that occurred during the same months from January 1, 2006, through December 31, 2006, by December 31, 2007.</p>		
<b>Corridor Description:</b> Friant/Millerton Road (Beat 25 in CHP Area 435), and Manning Avenue (Beats 40 and 60 in CHP Area 435).		
<b>Reporting Period 2007</b>	<b>Actual</b>	
	<b>Fatal Victims</b>	<b>Injured Victims</b>
<b>January</b>	0	9
<b>February</b>	1	10
<b>March</b>	2	15
<b>April</b>	0	12
<b>May</b>	0	9
<b>June</b>	1	6
<b>July</b>	2	20
<b>August</b>	0	15
<b>September</b>	0	9
<b>October</b>	0	15
<b>November</b>	0	17
<b>December</b>	0	10
<b>To Date Totals</b>	6	147
<b># of Fatalities/Injuries During the Base Period Experienced for the Same Months</b>	5	160
<b>To Date Total +/- Difference from Base</b>	+1	-13
<b>To Date Totals % Difference from Base</b>	+20%	-8%
<b># of Fatalities/Injuries During the Base Period, January 1, 2006, to December 31, 2006</b>	5	160

**1. To reduce the number of fatal victims on high-collision highways for each corridor.**

- **Corridor 6 – by December 31, 2007**

**Progress: Not accomplished.** Statewide Integrated Traffic Record System (SWITRS) data for the period of January 1, 2007, through December 31, 2007, indicated a total of six fatal victims on the corridor. This is a 20 percent increase when compared to the number of fatal victims for the January 1, 2006, through December 31, 2006, base period.

**Exact goals will be established after each corridor task force's initial meeting.**

- **Corridor 6 – by January 31, 2007**

**Progress: Accomplished.** The Corridor 6 quantifiable goal was established during the January through March 2007 reporting period. The goal was to maintain or reduce the number of fatal victims (five) on the corridor by December 31, 2007.

**2. To reduce the number of injured victims on high-collision highways for each corridor.**

- **Corridor 6 – by December 31, 2007**

**Progress: Accomplished.** SWITRS data for the period of January 1, 2007, through December 31, 2007, indicated a total of 147 injured victims on the corridor. This is an 8 percent decrease when compared to the number of injured victims for the January 1, 2006, through December 31, 2006, base period.

**Exact goals will be established after each corridor task force's initial meeting.**

- **Corridor 6 – by January 31, 2007**

**Progress: Accomplished.** The Corridor 6 quantifiable goal was established during the January through March 2007 reporting period. The goal was to reduce the number of injured victims on Corridor 6 by 5 percent, from 160 to 152 by December 31, 2007.

## **PROJECT OBJECTIVES:**

1. **To select six corridors recommended by CHP Divisions, based upon input from CHP Areas, California Department of Transportation Districts, and regional transportation planning agencies by July 31, 2006.**

**Progress: Accomplished.** The Friant/Millerton Road and Manning Avenue corridor was selected by the objective due date.

2. **To provide OTS with the required documentation of local support for each corridor.**

- **Corridor 6 – by December 31, 2006**

**Progress: Accomplished.** The letter of support was forwarded to Grants Management Unit on November 13, 2006.

3. **To issue an operational plan for each corridor, establishing the method of operation and the policies applicable to carry out the grant program.**

- **Corridor 6 – by October 31, 2006**

**Progress: Accomplished.** The Operational Plan (Annex B) was issued on October 24, 2006.

4. **To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor.**

- **Corridor 6 – by December 31, 2006**

**Progress: Accomplished.** The language assessment indicated English and Spanish were the two principle languages in the Fresno Area. Therefore, educational materials were produced in English and Spanish.

5. **Task force members will be identified and the initial meeting for each corridor will be scheduled.**

- **Corridor 6 – by October 31, 2006**

**Progress: Accomplished.** Task force members were identified and convened for their first meeting on January 10, 2007, in Fresno.

6. **To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase.**

- **Corridor 6 – by December 31, 2007**

### **Task Force/Coalition Meetings**

<b>Time Frame</b>	<b>Task Force/Coalition Meeting Date(s)/Location(s)</b>
<b>January 2007</b>	1-10-07: Task force meeting in Fresno.
<b>April 2007</b>	4-24-07: Task force meeting in Fresno.
<b>August 2007</b>	8-22-07: Task force meeting in Fresno.
<b>November 2007</b>	11-14-07: Task force meeting in Fresno.

**Progress: Accomplished.** The task force met four times during its Implementation Phase.

7. **To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short-and/or long-term solutions to the factors.**

- **Corridor 3 – by June 30, 2007**

### **Identified Conditions/Behaviors**

<b>Condition/Behavior</b>	<b>Short- and/or Long-Term Solution</b>	<b>Date Identified</b>
1. Traffic volumes on some segments of Friant/Millerton Road have exceeded capacity.	Install additional lanes to widen the roadway.	1-1-07
2. Drivers exceeding the posted speed limit.	Enhanced enforcement and locations for additional speed limit signs were identified.	1-1-07
3. Driving under the influence (DUI) drivers.	Deploy enhanced enforcement and schedule DUI checkpoints.	1-1-07
4. Illegal signs posted on Manning Avenue.	Remove signs.	1-1-07

**Progress: Accomplished.** The task force identified four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and identified potential short- and/or long-term solutions to the factors.

8. **To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes.**

- **Corridor 6 – by December 31, 2007**

### Potential Solution Implementation

Identified Condition/Behavior	Potential Solution	Implementation Date
1. Increased traffic volumes have strained road capacity on some segments.	Installed additional lanes to widen portions of Friant Road. Provided enhanced enforcement.	March 2007
2. Drivers exceeding the posted speed limit.	Deployed enhanced enforcement on Friant/Millerton Road and Manning Avenue.	1-1-07
3. DUI drivers.	Scheduled DUI checkpoints and DUI roving patrols on Friant/Millerton Road and Manning Avenue.	3-3-07; 3-16-07; 6-2-07; 7-28-07; and 9-15-07

**Progress: Accomplished.** The task force implemented three solutions within 12 months (by December 31, 2007) after its initial task force meeting.

9. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified “top five” reportable collision primary collision factors (PCF) during the Implementation Phase for each corridor.

- Corridor 6 – ending December 31, 2007

### Officer Overtime Deployment and Use

Enhanced Enforcement Hours Allocated Total 2,807	Enforcement Overtime Hours Used Per Month						Total Hours Used Per FFY
FFY 2006/2007	Oct.	Nov.	Dec.	Jan.	Feb.	March	2,142
	103.5	100	80	100	182	189	
	April	May	June	July	Aug.	Sept.	
	307	288	198.5	318	124.5	151.5	
FFY 2007/2008	Oct.	Nov.	Dec.				720
	176	386	158				
Total Hours Used to Date							2,862

**Progress: Accomplished.** The CHP Fresno Area deployed 2,862 hours, exceeding its allocated officer overtime through December 31, 2007.

10. To conduct a public awareness campaign to include:

- a. Issuance of a news release announcing the kick-off of the project for each corridor.

- Corridor 6 – by December 31, 2006



**Progress: Accomplished.** The press release (Annex C) announcing the kick-off of the project was issued on December 31, 2006.

**b. To develop a project logo for each corridor.**

- Corridor 6 – by December 31, 2006



**Progress: Accomplished.** The corridor utilized the prior Friant/Millerton Road and Manning Avenue project logo developed on September 7, 2005.

**c. To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase.**

- Corridor 6 – by December 31, 2006

**PAO PRESENTATIONS**

Month	Location	Number of Attendees
January 2007	Kingsburg Police Department	10
	Fresno Area Office	
February 2007	Red Caboose Café (CHP retirees)	30
	Fowler Superior Court	6
March 2007	Friant Road DUI Checkpoint	300
	Pacific Gas & Electric (PG&E) Fresno	25
	Fresno County Economic Opportunities Commission Parent Conference	200
	Mia Rancho Tortilla Factory	15
April 2007	Fresno Unified School District/PG&E	10/20
May 2007	Table Mountain Rancheria	300
June 2007	Duncan Enterprise	100
July 2007	City of Sanger Farmers Market (booth)/Vinegrape Inspection Program	200/75

**PAO PRESENTATIONS (continued)**

<b>August 2007</b>	National Night Out Fresno/Kerman – Fresno Truss, Del Rey	150/75/10
<b>September 2007</b>	Clovis community event/ Sams Club Safety Fair	200/100
<b>October 2007</b>	AT&T Safety Fair	75
<b>November 2007</b>	PG&E Communications/ Table Mountain Rancheria	30/10
<b>December 2007</b>	PG&E	30
	Central Valley Traffic School	50

**Progress: Accomplished.** CHP Fresno’s PAO provided at least one presentation for the months of January through December 2007.

- 11. To produce/air public service announcements (PSA) and paid media ads by December 31, 2007.**

**Progress: Not applicable.** Corridor 6 conducted its public education efforts through local events and safety presentations. No PSAs or paid media were utilized for this corridor.

- 12. To describe and assess separately the effectiveness of “paid and donated” TV/radio airtime messages by providing:**

- a. Number of PSAs produced.
- b. Subject of each PSA.
- c. Number of airings for each PSA.
- d. Total size of audience reached.
- e. Total cost or donated value.

**Progress: Not applicable.** Corridor 6 conducted its public education efforts through local events and safety presentations. No paid or donated TV/radio airtime messages were utilized for this corridor.

- 13. To describe and assess separately the effectiveness of “paid and donated” printed messages by providing:**

- a. Number of messages produced.
- b. Subject of each message.
- c. Number of printings for each message.
- d. Total size of audience reached.
- e. Total cost or donated value.

**Progress: Not applicable.** Corridor 6 conducted its public education efforts through local events and safety presentations. No paid or donated printed messages were utilized for this corridor.

14. **To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and Business Transportation and Housing logos. Materials are to be distributed at appropriate venues for each corridor.**

- **Corridor 6 – by December 31, 2007**

**Progress: Accomplished.** Localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc., were developed, ordered, received, and distributed.

15. **To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor.**

- **Corridor 6 – by November 30, 2008**

**Progress: Not accomplished.** A *Safety Action Plan* was not initiated for this corridor.

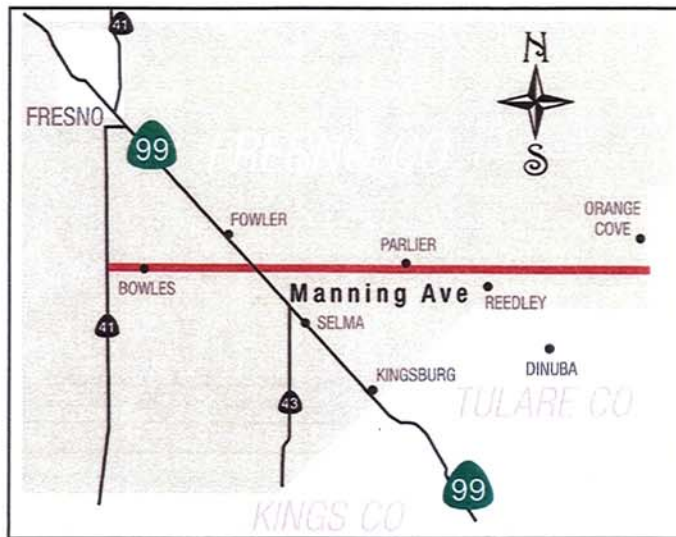
## **PROJECT DESCRIPTION**

The Friant/Millerton Road and Manning Avenue Safe Highway Coalition was provided a second corridor for this grant to further reduce fatal and injured victims on the roadways. It brought together individuals from the public and private sectors in a face-to-face forum allowing them to discuss traffic safety on these two roadways in Fresno County. The city of Fresno serves as the economic hub of Fresno County and California's Central Valley. The unincorporated areas and rural cities remain tied to large-scale agricultural production, and urban/suburban Fresno has undergone significant economic transformation in recent years. Roadways which once served rural needs are now forced to accommodate traffic volumes beyond their original design capacity. Two such roadways are Friant/Millerton Road and Manning Avenue.

Segments of these roadways in Fresno County were designated as a safety corridor project due to the disproportionate number of fatal and injury collisions. Both of these roadways are located within the jurisdiction of the CHP Fresno Area.



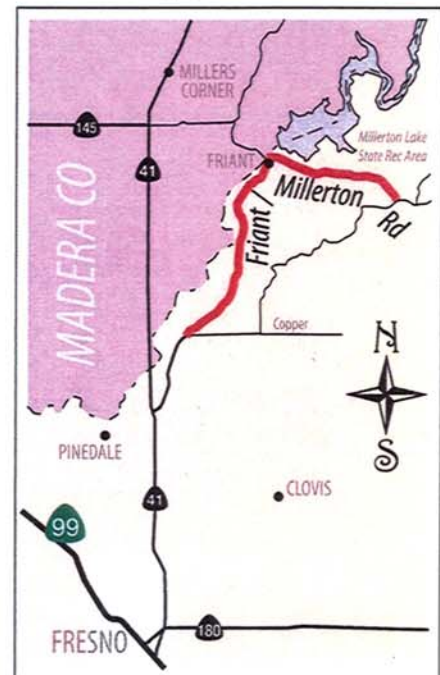
### ***Manning Avenue***



Manning Avenue is a two and four-lane divided road which connects the city of Reedley with State Route (SR) 99, and continues west to SR 41. Manning Avenue is a busy commuter route to and from the cities of Reedley, Fresno, Parlier, and Orange Cove. Farm workers, living west of SR 99 use this roadway to travel to the orchards and vineyards in the southeast section of the county. The neighborhood is characterized by warehouses, farmland, fresh fruit stands, and local cafes and bars. Potential traffic conflicts arise at intersections controlled by signals or stop signs.

Friant/Millerton Road is located north of Fresno and provides a route to Millerton Lake, Table Mountain Casino, the cities of Friant and Clovis, new housing tracts, and retail businesses. It is for the most part a two-lane divided rural highway. In the last 10 years the City of Clovis, with a current population of 90,000+, has experienced an increase in population. The combination of these developments has generated additional traffic volume and a consequent increase in collisions on Friant/Millerton Road. The county has responded with recent road improvements and traffic signalization at the intersection of Friant and Copper Avenue to control the increased traffic. Peak hour commute traffic is a regular weekday occurrence, while recreational traffic to the lake and casino impact weekend and holiday traffic.

### ***Friant/Millerton Road***



## **METHODOLOGY/CHRONOLOGY**

The following provides a chronological description of project activities as reflected in the Project Agreement:

### **Phase I – Program Preparation**

**Corridor 6 (August 1, 2006, through December 31, 2006)**

During this phase, the most recent SWITRS data was used to compile necessary statistics to evaluate collisions on the corridor. An operational plan was provided to the CHP Fresno Area outlining goals and objectives of the project. A letter of support was obtained from Fresno County. A language assessment for Fresno County indicated English and Spanish are the two principle languages, and therefore, educational materials were printed in both languages.

### **Phase II – Implementation**

**Corridor 6 (January 1, 2007, through December 31, 2007)**

The task force convened for the first time on January 10, 2007, and met three additional times to identify, discuss, and implement recommendations for improvements to traffic safety. Discussions on the format, goals, and objectives of the grant were ongoing. Contracts were executed with the Parlier, Reedley, and Fowler Police Departments to provide for their participation in enforcement activities on Manning Avenue which runs through these cities. Hours were deployed for overtime enforcement.

### **Phase III – Data Gathering and Analysis**

**Corridor 6 (January 1, 2008, through September 30, 2008)**

Data was gathered throughout the project period on activities and results for inclusion in the quarterly and final reports. The data was used to determine progress toward the accomplishment of objectives and achievement of the project goal.

### **Phase IV – Final Report and Executive Summary**

**Corridor 6 (November 30, 2008)**

Collision, citation, and victim statistical information was collected. Final SWITRS data was collected and included in this Final Report.

The Final Report is due to OTS by December 31, 2008.

## **PROBLEMS**

No significant problems were encountered.

## **RESULTS**

For purposes of grant reporting, statistics for Friant/Millerton Road and Manning Avenue were combined, and achievement of the project goal was calculated based on victim data from both roadway segments. Injured victims decreased by 8 percent from 160 to 147; however, fatal victims increased 20 percent from five to six. These results indicate that diligence is still necessary on the corridor to increase traffic safety. From 2000 to 2006, the annual average of daily traffic counts on Friant Road north of Willow Road increased 31 percent. During this same time period, the population of Clovis, considered one of the fastest growing cities in California, experienced a 26.4 percent increase in population.

## **COST EFFECTIVENESS**

According to the United States Department of Transportation, Office of Assistant Secretary for Transportation Policy, "Treatment of the Economic Value of a Statistical Life in Departmental Analyses" report, the cost of one traffic collision fatality is \$5.8 million. For injury collisions, the economic cost ranges from \$11,600 to \$4.4 million per victim, depending on injury severity. Accordingly, any reduction in fatal and injury collisions provides societal and economic benefit.

## **RECOMMENDATIONS**

Task force members should continue to work together to promote highway safety through multi-agency enforcement, and by promoting public awareness and education campaigns committed to making Friant/Millerton Road and Manning Avenue safe roads to travel.

The task force members agreed to continue to work together for the proactive development, implementation, and evaluation of traffic safety in and around the corridor site.



## **Annex A**

### **State Highway Coalitions PT0507 Project Agreement**





State of California  
Business, Transportation & Housing Agency

PROJECT NUMBER  
PT0507

OFFICE OF TRAFFIC SAFETY  
GRANT AGREEMENT

PAGE 1 (To be completed by applicant Agency)

1. PROJECT TITLE  
SAFE HIGHWAY COALITIONS

2. NAME OF APPLICANT AGENCY  
CALIFORNIA HIGHWAY PATROL (CHP)

3. AGENCY UNIT TO HANDLE PROJECT  
PLANNING AND ANALYSIS DIVISION (PAD)

4. PROJECT PERIOD  
Month - Day - Year

From: 10-1-04

To: 9-30-08

5. PROJECT DESCRIPTION (Summarize the project plan covering the objectives, method of procedures, evaluation, and end product in approximately 100 words. Space is limited to six lines.)

The CHP will conduct a project to reduce vehicle-related fatalities and injuries along six high-collision highway (corridor) segments (to be determined upon site selection). This project includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local coalitions/task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies, will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The coalitions/task forces will establish specific goals for fatality and injury reduction on each of the six corridors and develop *Safety Action Plans* for implementing short- and/or long-term solutions individually tailored to each. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations.

6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED: **\$2,211,687.83**

7. APPROVAL SIGNATURES

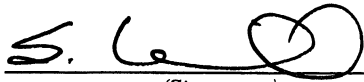
A. PROJECT DIRECTOR

NAME: **J. E. McLAUGHLIN** PHONE: (916) 657-4098

TITLE: **Chief** FAX: (916) 657-4087

ADDRESS: 2555 First Avenue  
Sacramento, California 95818-2696

E-MAIL: **jmcLaughlin@chp.ca.gov**

  
(Signature)

11/28/2007  
(Date)

B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY

NAME: **K. P. GREEN** PHONE: (916) 657-7194

TITLE: Assistant Commissioner, Staff FAX: (916) 657-7324

ADDRESS: 2555 First Avenue  
Sacramento, California 95818-2696

E-MAIL: **kgreen@chp.ca.gov**

  
(Signature)

12/10/07  
(Date)


C. FISCAL OR ACCOUNTING OFFICIAL

NAME: **M. S. EPPS** PHONE: (916) 375-2733

TITLE: Commander FAX: (916) 375-2752

ADDRESS: 860 Stillwater Road  
West Sacramento, California 95605-1649

E-MAIL: **mepps@chp.ca.gov**

  
(Signature)

12/12/07  
(Date)

D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS

NAME: **Fiscal Management Section**

ADDRESS: P. O. Box 942900  
Sacramento, California 94298-2900

## SCHEDULE A

PROJECT No.: PT0507

### PROJECT DESCRIPTION

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#### BACKGROUND

##### A. General Characteristics

The California Highway Patrol (CHP) is an operating department within the Business, Transportation and Housing Agency (BTH). Its authority and responsibilities are established in the California Vehicle Code. The overall purpose of the Department as a principal criminal justice agency is to ensure safety, security, and service to the public. This is accomplished through:

- Collision Prevention. To minimize the loss of life, personal injury, and property damage resulting from traffic collisions.
- Emergency Incident/Traffic Management. Minimizing exposure of the public to unsafe conditions resulting from emergency incidents, impediments, and congestion.
- Law Enforcement. To minimize crime.
- Assistance. To assist other public agencies.
- Services. To maximize service to the public in need of aid or information.

##### B. Streets and Highways

The Department is responsible for over 104,000 miles of highway. Of these, approximately 14,000 miles are state highways<sup>1</sup> and 90,000 miles are county roads. In 2002, approximately 231 billion miles were driven on CHP-patrolled highways.

##### C. Operating Department

The organizational structure of the CHP divides the state into eight field Divisions. Within these eight field Divisions are commercial vehicle inspection facilities; communications centers; and over 100 Area offices, substations, and resident posts. In addition to the field Divisions, there are nine Headquarters Divisions and four Headquarters Offices which fall under the direction of the Commissioner or the Assistant Commissioners, Field and Staff. The CHP Headquarters is located in Sacramento. For fiscal year 2003/2004, the CHP had over 10,000 authorized personnel positions, of which approximately 7,000 are uniformed and 3,000 are non-uniformed. The CHP has responsibility for providing 24-hour-a-day services every day of the year for approximately 34 million residents of the State of California and approximately 28 million motor vehicles.

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<sup>1</sup>These include Interstate Routes, United States Routes, and State Routes.

## SCHEDULE A

PROJECT No.: PT0507

### PROJECT DESCRIPTION

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The CHP will be the Department directly responsible for conducting the project. Special Projects Section (SPS), Planning and Analysis Division (PAD), will be the Office of Primary Interest (OPI) for the project.

#### D. Existing System

Road patrol officers are deployed on major highway systems within the Department's jurisdiction according to past traffic collision experience and future projections. Traffic safety public information and education efforts are conducted by assigned CHP officers as resources permit. Additionally, bilingual officers work with non-English-speaking communities to encourage their involvement with traffic safety issues.

#### PROBLEM STATEMENT

In 2002, there were 2,275 fatal, 72,380 injury, and 152,864 property-damage-only collisions within the CHP's jurisdiction. As a result, 2,628 persons were killed and 113,177 were injured.

Safer highways in California are a vital concern for all travelers in the state. The CHP is continuously investigating ways to contribute to the state's safer roadways by improving the highway environment and changing driver behavior. While several public safety agencies have an interest or obligation to enhance traffic safety on state roadways, the CHP realizes that each agency tends to function independently within its area of responsibility on potential issues of concern. The CHP will select four high-collision highway segments as project corridors. The process for the selection of the highway segments will involve gathering statistical information from the Statewide Integrated Traffic Records Systems (SWITRS), California Department of Transportation (Caltrans), CHP Area offices, as well as soliciting support from local stakeholders who will be potential coalition/task force members.

Past projects indicate applying the task force approach composed of members representing the CHP, allied agencies, elected officials, local agencies, and the private sector, to implement short- and/or long-term changes to improve a selected high-collision segment of a highway has been successful. The CHP received the 2001 Herman Goldstein Award for Excellence in Policing for its task force/corridor projects.

#### ATTEMPTS TO SOLVE THE PROBLEM

Since October 2000, the CHP has conducted two projects, Corridor Safety Project Expansion, Phase VII, PT0140, which began October 1, 2000, and ends September 30, 2004; and Corridor Safety Project Expansion, Phase VIII, PT0310, which began October 1, 2002, and ends September 30, 2004. The "corridor" approach has promoted proactive and positive results. The projects have been effective in isolating and addressing traffic safety issues. Applying the "corridor" approach permits task forces to focus limited resources on specific locations, rather than conducting a statewide campaign.

## SCHEDULE A

PROJECT No.: PT0507

### PROJECT DESCRIPTION

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By September 30, 2004, PT0140 and PT0310 will have been completed, and there is no indication that requests for assistance will diminish. Therefore, even though the evaluation periods for PT0140 and PT0310 end on September 30, 2004, it is expedient to have a procedure in place that allows additional projects to be chosen in Federal Fiscal Year 2004/2005.

The multidisciplinary corridor safety task forces, each of which works together to gain understanding of the problems on a particular corridor and then support and implement solutions, have proven to be a dynamic way of improving traffic safety, both in the short-and long-term, on previous corridors. Staff has streamlined processes and drawn upon past experience from eight corridor projects, involving 35 task forces. This project will apply the "corridor" approach to four corridors identified by high collision statistics.

### PROJECT GOALS

1. To reduce the number of fatal victims on high-collision highways for each corridor.

- Corridor 1 - by March 31, 2006
- Corridor 2 - by August 31, 2006
- Corridor 3 - by July 31, 2006
- Corridor 4 - by October 31, 2006
- Corridor 5 - by April 30, 2007
- Corridor 6 - by December 31, 2007

Exact goals will be established after each corridor task force's initial meeting.

- Corridor 1 - by April 30, 2005
- Corridor 2 - by September 30, 2005
- Corridor 3 - by August 31, 2005
- Corridor 4 - by November 30, 2005
- Corridor 5 - by May 31, 2006
- Corridor 6 - by January 31, 2007

2. To reduce the number of injured victims on high-collision highways for each corridor.

- Corridor 1 - by March 31, 2006
- Corridor 2 - by August 31, 2006
- Corridor 3 - by July 31, 2006
- Corridor 4 - by October 31, 2006
- Corridor 5 - by April 30, 2007
- Corridor 6 - by December 31, 2007

## SCHEDULE A

PROJECT No.: PT0507

### PROJECT DESCRIPTION

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Exact goals will be established after each corridor task force's initial meeting.

- Corridor 1 - by April 30, 2005
- Corridor 2 - by September 30, 2005
- Corridor 3 - by August 31, 2005
- Corridor 4 - by November 30, 2005
- Corridor 5 - by May 31, 2006
- Corridor 6 - by January 31, 2007

### PROJECT OBJECTIVES

1. To select six corridors recommended by CHP Divisions, based upon input from CHP Areas, Caltrans Districts, and regional transportation planning agencies by July 31, 2006.
2. To provide the Office of Traffic Safety (OTS) with the required documentation of local support<sup>2</sup> for each corridor.
  - Corridor 1 - by March 31, 2005
  - Corridor 2 - by August 31, 2005
  - Corridor 3 - by July 31, 2005
  - Corridor 4 - by October 31, 2005
  - Corridor 5 - by April 30, 2006
  - Corridor 6 - by December 31, 2006
3. To issue an operational plan<sup>3</sup> for each corridor, establishing the method of operation and the policies applicable to carry out the grant program.
  - Corridor 1 - by December 31, 2004
  - Corridor 2 - by June 30, 2005
  - Corridor 3 - by June 30, 2005
  - Corridor 4 - by September 30, 2005
  - Corridor 5 - by February 28, 2006
  - Corridor 6 - by October 31, 2006

<sup>2</sup> Projects designated by OTS as "for local benefit" require documentation of "consent and acceptance" by representatives of local government. For "Corridor" projects, such documentation will be provided as soon as practical after selection of the roadways to be involved in the project.

<sup>3</sup> The operational plan will contain a strategic distribution of allocated overtime hours.

## SCHEDULE A

PROJECT NO.: PT0507

### PROJECT DESCRIPTION

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4. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor.<sup>4</sup>
  - Corridor 1 - by March 31, 2005
  - Corridor 2 - by August 31, 2005
  - Corridor 3 - by July 31, 2005
  - Corridor 4 - by October 31, 2005
  - Corridor 5 - by April 30, 2006
  - Corridor 6 - by December 31, 2006
5. Task force members will be identified and the initial meeting for each corridor will be scheduled.
  - Corridor 1 - by January 31, 2005
  - Corridor 2 - by June 30, 2005
  - Corridor 3 - by May 31, 2005
  - Corridor 4 - by August 31, 2005
  - Corridor 5 - by February 28, 2006
  - Corridor 6 - by October 31, 2006
6. To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase.
  - Corridor 1 - by March 31, 2006
  - Corridor 2 - by August 31, 2006
  - Corridor 3 - by July 31, 2006
  - Corridor 4 - by October 31, 2006
  - Corridor 5 - by April 30, 2007
  - Corridor 6 - by December 31, 2007
7. To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short- and/or long-term solutions to the factors.
  - Corridor 1 - by September 30, 2005
  - Corridor 2 - by February 28, 2006
  - Corridor 3 - by January 31, 2006
  - Corridor 4 - by April 30, 2006
  - Corridor 5 - by October 31, 2006
  - Corridor 6 - by June 30, 2007

<sup>4</sup> Project materials will accommodate identified needs.

**SCHEDULE A**

**PROJECT No.: PT0507**

**PROJECT DESCRIPTION**

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8. To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes.
  - Corridor 1 - by March 31, 2006
  - Corridor 2 - by August 31, 2006
  - Corridor 3 - by July 31, 2006
  - Corridor 4 - by October 31, 2006
  - Corridor 5 - by April 30, 2007
  - Corridor 6 - by December 31, 2007
9. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified "top five" reportable collision primary collision factors (PCFs) during the Implementation Phase for each corridor.
  - Corridor 1 - ending March 31, 2006
  - Corridor 2 - ending August 31, 2006
  - Corridor 3 - ending July 31, 2006
  - Corridor 4 - ending October 31, 2006
  - Corridor 5 - ending April 30, 2007
  - Corridor 6 - ending December 31, 2007
10. To conduct a public awareness campaign to include:
  - a. Issuance of a news release announcing the kick-off of the project for each corridor.
    - Corridor 1 - by March 31, 2005
    - Corridor 2 - by August 31, 2005
    - Corridor 3 - by July 31, 2005
    - Corridor 4 - by October 31, 2005
    - Corridor 5 - by April 30, 2006
    - Corridor 6 - by December 31, 2006

## SCHEDULE A

PROJECT NO.: PT0507

### PROJECT DESCRIPTION

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- b. To develop a project logo for each corridor.<sup>5</sup>
  - Corridor 1 - by March 31, 2005
  - Corridor 2 - by August 31, 2005
  - Corridor 3 - by July 31, 2005
  - Corridor 4 - by October 31, 2005
  - Corridor 5 - by April 30, 2006
  - Corridor 6 - by December 31, 2006
- c. To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase.
  - Corridor 1 - April 1, 2005, through March 31, 2006
  - Corridor 2 - September 1, 2005, through August 31, 2006
  - Corridor 3 - August 1, 2005, through July 31, 2006
  - Corridor 4 - November 1, 2005, through October 31, 2006
  - Corridor 5 - May 1, 2006, through April 30, 2007
  - Corridor 6 - January 1, 2007, through December 31, 2007
- 11. To produce/air public service announcements (PSAs) and paid media ads by December 31, 2007.
- 12. To describe and assess separately the effectiveness of "paid and donated" TV/radio airtime messages by providing:
  - a. Number of PSAs produced.
  - b. Subject of each PSA.
  - c. Number of airings for each PSA.
  - d. Total size of audience reached.
  - e. Total cost or donated value.
- 13. To describe and assess separately the effectiveness of "paid and donated" printed messages by providing:
  - a. Number of messages produced.
  - b. Subject of each message.
  - c. Number of printings for each message.
  - d. Total size of audience reached.
  - e. Total cost or donated value.

<sup>5</sup> The project logo will be used on appropriate project materials.



## SCHEDULE A

PROJECT No.: PT0507

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14. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BTH logos. Materials are to be distributed at appropriate venues for each corridor.<sup>6</sup>
- Corridor 1 - by March 31, 2006
  - Corridor 2 - by August 31, 2006
  - Corridor 3 - by July 31, 2006
  - Corridor 4 - by October 31, 2006
  - Corridor 5 - by April 30, 2007
  - Corridor 6 - by December 31, 2007
15. To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor.
- Corridor 1 - by January 31, 2007
  - Corridor 2 - by June 30, 2007
  - Corridor 3 - by May 31, 2007
  - Corridor 4 - by August 31, 2007
  - Corridor 5 - by February 28, 2008
  - Corridor 6 - by November 30, 2008

**NOTE:** Nothing in this agreement shall be interpreted as a requirement, formal or informal, that an officer issue a specified or predetermined number of citations in pursuance of the obligations hereunder.

### METHOD OF PROCEDURE

A 48-month traffic safety project containing both educational and enforcement elements will be conducted. The project will be completed in four phases: Program Preparation, Implementation, Data Gathering and Analysis, and Final Report and Executive Summary.

<sup>6</sup> Note: Some of the incentive and educational items could include key rings, bumper stickers, posters, badges, stickers, T-shirts, hats, poster and essay contests, wristbands, pledges, books, press kits, or pamphlets. The traffic safety message will be project-related. Planned venues for distribution include safety presentations, community events, CHP informational booths, etc.

**SCHEDULE A**  
**PROJECT No.: PT0507**

**PROJECT DESCRIPTION**

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The following table may be used as a reference when considering how the project phases apply to each corridor:

	Preparation	Implementation	Data Gathering and Analysis
Corridor 1	10-1-04 to 3-31-05	4-1-05 to 3-31-06	4-1-06 to 11-31-06
Corridor 2	4-1-05 to 8-31-05	9-1-05 to 8-31-06	9-1-06 to 4-30-07
Corridor 3	5-1-05 to 7-31-05	8-1-05 to 7-31-06	8-1-06 to 3-31-07
Corridor 4	8-1-05 to 10-31-05	11-1-05 to 10-31-06	11-1-06 to 6-30-07
Corridor 5	12-1-05 to 4-30-06	5-1-06 to 4-30-07	5-1-07 to 12-31-07
Corridor 6	8-1-06 to 12-31-06	1-1-07 to 12-31-07	1-1-08 to 9-30-08

**Phase 1 – Program Preparation** (October 1, 2004, through December 31, 2006)

All necessary preparatory actions will be accomplished to effect a prompt and smooth transition to the Implementation Phase. Preparatory actions include the following:

1. The operational plans will be developed and issued.
2. The project logo will be developed.
3. Project educational materials, and/or OTS-approved promotional items,<sup>7</sup> will be selected and ordered.
4. The “kick-off” news release will be prepared<sup>8</sup> and issued.
5. Requests for any necessary contractual documents will be submitted.
6. Draft contracts will be forwarded to OTS for approval, and copies of executed contracts will also be forwarded to OTS.

<sup>7</sup> All promotional materials (incentive items given to the public) must be specifically approved by OTS before items are ordered.  
<sup>8</sup> CHP regulations also specify requirements for internal organizational approval of news releases prior to issuance.

## SCHEDULE A

PROJECT NO.: PT0507

### PROJECT DESCRIPTION

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7. The OPI will accomplish any other preparations necessary for timely project implementation, e.g., planning community safety presentations, coordinating with allied/other agencies, completing the language survey, preparing purchase requisitions for submission after OTS' official funding authorization, etc.

#### **Phase 2 – Implementation** (April 1, 2005, through December 31, 2007)

Project-related activities will be completed. Participating commands and allied agencies will accomplish assigned enforcement tasks. The public awareness campaign will be conducted. Progress toward objective accomplishment and goal achievement will be reported. Activities include the following:

1. Uniformed personnel will be deployed on overtime in support of project goals/objectives.
2. Allied agencies will participate in overtime deployments.
3. Public affairs officers (PAOs) will conduct safety presentations at appropriate venues, and distribute project educational/promotional materials. Samples will be forwarded to OTS.
4. The OPI will report progress toward the project goals and objectives in quarterly reports through channels to OTS.<sup>9</sup>

#### **Phase 3 – Data Gathering and Analysis** (October 1, 2004, throughout September 30, 2008)

Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated in quarterly reports. Quarterly reports for the quarter ending September 30 will include year-to-date comparisons of goals and objectives.

These reports will compare actual project accomplishments with the planned accomplishments. They will include information concerning changes made by the Project Director in planning and guiding the project efforts.

Data will be gathered on all project activities and results in order to support quarterly and final reporting of progress toward accomplishment of project objectives and achievement of the project goals.<sup>10</sup>

<sup>9</sup> SWITRS collision data is normally available approximately six to eight months after the end of each reporting period. Throughout the project, unofficial locally-tracked collision data may be reported during the interim until official SWITRS data becomes available. Quarterly reports will clearly indicate any changes to previously reported data.

<sup>10</sup> Although not a project goal or objective, citations issued by officers on project-funded overtime will be coded with a "special project code" to track the number of citations issued and the types of violations. Also, in accordance with OTS' August 2003 instructions regarding those projects for which the Data Gathering Phase continues for six months or longer after the Implementation Phase ends, a quarterly report for the last calendar quarter (or portion thereof) of project activity prior to the project ending date will be submitted, since the Final Reports will suffice.

## **SCHEDULE A**

**PROJECT No.: PT0507**

### **PROJECT DESCRIPTION**

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#### **Phase 4 – Final Report and Executive Summary** (October 1, 2008, through November 30, 2008)

Begin the Final Report and Executive Summary in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7. Both will be submitted to OTS within 60 days after the grant ends. For multiple-corridor projects, separate reports and executive summaries will be prepared for each corridor upon termination of that corridor. The separate reports will then be assembled for simultaneous submission to OTS by the due date as the overall project Final Report.

#### **METHOD OF EVALUATION**

Using the data compiled, the project manager will evaluate: (1) how well the stated project goals and objectives were accomplished, (2) whether all the activities outlined in the Method of Procedure were performed in accordance with the grant agreement, and (3) the project's cost effectiveness.

#### **STATEMENT OF INTENT**

It is the intent of the CHP to continue to identify specific traffic safety issues and to focus both enforcement and education resources to resolve or mitigate the influence of those issues on California's mileage death rate. The level of effort applied to address specific traffic safety issues will depend on competing priorities and available resources. CHP intends to devote available resources to reduce collisions statewide.

# SCHEDULE A-1

PROJECT NO.: PT0507

**ADMINISTRATIVE SUPPORT STATEMENT-** Explain what type of priority this project has in your jurisdiction  
 's project is considered by the Department to be of high priority and has the full support of management.

**AGENCY CONTRIBUTION-** Explain what services or funds are being contributed by your agency in support of this project

The Department will provide all services necessary for coordination, administration, and evaluation of this project. The contribution will include, but is not limited to, the items listed below. Figures provided are based on estimated expenditures shown in Schedule B. As the project progresses, agency contribution will vary based upon actual expenditures, routine changes in billing/benefit rates, etc.

## CONTRIBUTED ITEM

	%	FY-1	FY-2	FY-3	FY-4	TOTAL
Indirect costs (associated with grant-funded personnel costs)	13.90%	\$75,076.90	\$86,298.17	\$66,554.82	\$37,739.44	\$265,669.33
Division/Air Coordinators (2 sergeants):						
Salary	5%	\$26,604.00	\$28,733.40	\$31,032.00	\$8,214.30	\$94,583.70
Benefits	5%	\$18,724.16	\$20,222.85	\$21,840.63	\$5,781.31	\$66,568.95
Indirect costs	5%	\$6,300.61	\$6,804.92	\$7,349.30	\$1,945.39	\$22,400.22
Area Coordinators ( 100 officers)						
Salary	2%	\$19,854.72	\$28,404.00	\$30,677.40	\$8,120.52	\$87,056.64
Benefits	2%	\$13,973.95	\$19,991.02	\$21,591.06	\$5,715.30	\$61,271.33
Indirect costs	2%	\$4,702.19	\$6,726.91	\$7,265.32	\$1,923.18	\$20,617.60
Patrol vehicle mileage (at 100 miles/8-hour-shift and 0.59/mile)	100%	\$41,108.25	\$47,701.50	\$27,612.00	\$5,074.00	\$121,495.75
<b>TOTAL AGENCY CONTRIBUTION</b>	<b>33%</b>	<b>\$206,344.78</b>	<b>\$244,882.77</b>	<b>\$213,922.53</b>	<b>\$74,513.44</b>	<b>\$739,663.52</b>

SCHEDULE B  
PAGE 1  
DETAILED BUDGET ESTIMATE  
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06 Actual Costs	FY-3 10/1/06 to 9/30/07 Actual Costs	FY-4 10/1/07 to 9/30/08	
<b>A. PERSONNEL COSTS (Positions &amp; Salaries)</b>					
<b>Uniformed Overtime Hours</b> (Hours and rates are approximations only. See Schedule B-1 for details.)					
<b>1. Sergeant - 1,495 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 63 @ \$72.00 10/1/07 - 12/31/07	\$7,598.58	\$83,050.31	\$28,550.19	\$4,536.00	\$7,598.58 83,050.31 28,550.19 4,536.00
<b>2. Officer - (includes 150 Court Hours) - 14,979 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 625 @ \$59.00 10/1/07 - 12/31/07	69,417.12	652,549.66	215,176.24	36,875.00	69,417.12 652,549.66 215,176.24 36,875.00
<b>3. Officer (Pilot &amp; Observer Flight Crews) - 389 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 15 @ \$131.00 10/1/07 - 12/31/07	0.00	0.00	0.00	1,965.00	0.00 0.00 0.00 1,965.00
<b>4. Uniformed Overtime Benefits</b> @ 11.721% @ 9.493% @ 9.374% @ 9.515%	7,830.07	69,365.05	22,901.58	4,127.23	7,830.07 69,365.05 22,901.58 4,127.23
<b>Nonuniformed Overtime Hours</b>					
<b>5. Public Safety Dispatchers - 366 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 21 @ \$45.00 10/1/07 - 12/31/07	1,410.92	4,617.75	2,793.18	945.00	1,410.92 4,617.75 2,793.18 945.00
<b>6. Clerical Support - 367 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 19 @ \$28.00 10/1/07 - 12/31/07	976.54	6,482.10	2,248.07	532.00	976.54 6,482.10 2,248.07 532.00

SCHEDULE B  
PAGE 2  
DETAILED BUDGET ESTIMATE  
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06 Actual Costs	FY-3 10/1/06 to 9/30/07 Actual Costs	FY-4 10/1/07 to 9/30/08	
<b>A. PERSONNEL COSTS (Positions &amp; Salaries) - continued</b>					
<b>Nonuniformed Overtime Hours (continued)</b>					
<b>7. Graphic Designer III -</b> <b>25 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06	0.00	0.00			0.00 0.00
<b>8. TV Specialist -</b> <b>44 Hours</b> 1/1/05 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07	0.00	0.00	0.00		0.00 0.00 0.00
<b>9. Nonuniformed Overtime Benefits</b> @ 15.504% @ 14.680% @ 15.011% @ 14.869%	351.35	1,637.81	756.76	219.61	351.35 1,637.81 756.76 219.61
<b>Nonuniformed Regular-Time Salary</b> (100% unless otherwise indicated)					
<b>10. Associate Transportation Analyst</b> <b>(Project Management) - 2</b> <b>45 Months</b> 10/1/04 - 9/30/05 10/1/05 - 9/30/06 10/1/06 - 9/30/07 12 @ \$5,616.00 10/1/07 - 9/30/08	119,946.48	125,267.33	129,906.18	\$134,784.00	119,946.48 125,267.33 129,906.18 134,784.00
<b>11. Nonuniformed Regular-Time Benefits</b> @ 56.316% @ 44.144% @ 47.119% @ 47.672%	47,568.63	48,237.30	51,978.79	64,254.23	47,568.63 48,237.30 51,978.79 64,254.23
<b>Category Sub-Total</b>	<b>\$255,099.69</b>	<b>\$991,207.31</b>	<b>\$454,310.99</b>	<b>\$248,238.07</b>	<b>\$1,948,856.06</b>
<b>B. TRAVEL EXPENSE</b>					
<b>1. In-State</b>	\$7,985.56	\$9,740.61	\$2,818.04	\$2,000.00	\$22,544.21
<b>2. Out-of-State</b>	1,626.66	935.39	0.00	2,000.00	4,562.05
<b>Category Sub-Total</b>	<b>\$9,612.22</b>	<b>\$10,676.00</b>	<b>\$2,818.04</b>	<b>\$4,000.00</b>	<b>\$27,106.26</b>

SCHEDULE B  
PAGE 3  
DETAILED BUDGET ESTIMATE  
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06 Actual Costs	FY-3 10/1/06 to 9/30/07 Actual Costs	FY-4 10/1/07 to 9/30/08	
C. CONTRACTUAL SERVICES					
1. Allied Agencies	\$864.40	\$27,153.09	\$17,805.12	\$19,500.00	\$65,322.61
2. Paid Media	0.00	2,985.00	84,088.57	0.00	87,073.57
Category Sub-Total	\$864.40	\$30,138.09	\$101,893.69	\$19,500.00	\$152,396.18
D. EQUIPMENT					
Category Sub-Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
E. OTHER DIRECT COSTS					
Applicable taxes included.					
1. Promotional Items	\$2,815.68	\$8,512.26	\$0.00	\$2,000.00	\$13,327.94
2. Educational Materials	11,572.76	5,337.60	0.00		16,910.36
3. Training	0.00	0.00	0.00		0.00
4. Corridor Signs	699.97	1,075.38	246.79		2,022.14
5. Minor Equipment		3,909.14	134.10	7,900.00	11,943.24
6. LIDAR (Radar Units)		0.00			0.00
7. Services (Task Force)					
a. Facility Fees			6,000.00		6,000.00
b. Meeting Facility Fees	384.00	5,369.00	1,394.00	600.00	7,747.00
c. Transportation Fees	0.00	0.00	0.00		0.00
d. Display Booth Fees	0.00	0.00	0.00		0.00
e. Venue Fees			2,500.00		2,500.00
8. Fixed-Wing Aircraft Direct Operating Costs					
389 Hours					
1/1/05 - 9/30/05	2,909.26				2,909.26
10/1/05 - 9/30/06		3,251.26			3,251.26
10/1/06 - 9/30/07			5,854.59		5,854.59
35 @ \$115.00 10/1/07 - 6/30/08				4,025.00	4,025.00
9. Graphic Services Support	2,579.54	2,236.00	173.00	1,850.00	6,838.54
Category Sub-Total	\$20,961.21	\$29,690.64	\$16,302.48	\$16,375.00	\$83,329.33
F. INDIRECT COSTS					
Category Sub-Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PROJECT TOTAL	\$286,537.52	\$1,061,712.04	\$575,325.20	\$288,113.07	\$2,211,687.83



**SCHEDULE B-1**

**PROJECT No.: PT0507**

**BUDGET NARRATIVE**

Page 1

**A. PERSONNEL COSTS**

**Overtime:**

- **Sergeant.** Overtime is provided for required supervision of activities.
- **Officer.** Overtime is provided for enforcement,<sup>1</sup> court appearances, public awareness safety presentations, and fixed-wing flight crews.
- **Public Safety Dispatcher (PSD) Support.** Overtime is provided for required dispatch support.
- **Clerical Support.** Overtime is provided for clerical staff to process the additional documents generated by the enhanced enforcement efforts.
- **Graphic/Photographer Support.** Overtime is provided for staff at the CHP Academy's Graphic Services Unit to develop and produce a project logo and/or other project materials. Overtime is also provided for a Photographer to produce pictorial products for use in reporting requirements and public awareness materials for the project.

**Nonuniformed Regular-Time Salary:**

- **Associate Transportation Planner (ATP)/Associate Governmental Program Analyst (AGPA).**  
Two (2) full-time ATP/AGPA salaries are provided for the required project management.

**Notes:**

Overtime hours will be appropriately distributed among participating commands. Unused nonuniformed hours (either overtime or regular) may revert to enforcement. In addition, unused clerical support hours may also revert to PSD, and graphic/photographer support overtime in lieu of enforcement. Overtime is budgeted for specific positions. However, whenever a person within the specific position classification is not available, a supervisor may fill in. For example, a sergeant may work in place of an officer; a PSD Supervisor may work in place of a PSD; an Office Services Supervisor may work in place of an Office Assistant or Word Processing Technician.

<sup>1</sup> Enforcement may also include motorcycle officers and/or aircraft flight crews with the number of hours adjusted proportionately for differences in pay rates.

**SCHEDULE B-1****PROJECT No.: PT0507****BUDGET NARRATIVE**

Page 2

Estimated personnel costs were based on current pay rates with projected annual increases each July. If multiple positions are specified, estimates were based on the most costly position. Hours, rates, and salaries indicated in Schedule B are approximations only, and may change during the project period. The intent is to use all available funding for the positions and functions described. Employee benefit rates indicated in the table below (as applicable) were also used in calculating estimated costs.

**BENEFIT RATES<sup>2</sup>**

DESCRIPTION	OVERTIME		REGULAR SALARY
	Uniformed	Nonuniformed	Nonuniformed
OASDI	N/A	6.200%	6.200%
Medicare	1.450%	1.450%	1.450%
State Compensation	8.065%	3.76%	7.219%
Health, Dental, & Vision			16.170%
Retirement			16.633%
<b>Total</b>	<b>9.515%</b>	<b>7.369%</b>	<b>47.672%</b>

**B. TRAVEL EXPENSE**

- **In-state.** Such travel includes necessary travel by SPS and task force/coalition personnel to corridor sites/meeting locations. Due to task force scheduling considerations, meetings and travel may occur after the end of the Implementation Phase. Funding will also permit travel by the grant program coordinator and GMS personnel to OTS conferences and seminars as determined by CHP Executive Management. Attendance at these events provides the program coordinator and GMS staff an opportunity to exchange pertinent information with other grant personnel concerning the grant process.
- **Out-of-state.** Funding provides for attendance by appropriate CHP personnel at various conferences and meetings of national traffic safety organizations such as the Transportation Research Board, International Association of Chiefs of Police, American Association of Motor Vehicle Administrators, American Association of State Highway and Transportation Officials, Combined Accident Reduction Effort, and the annual Lifesavers Conference. Additionally, project out-of-state travel funds would provide for attendance at conferences and meetings where the corridor concept or other traffic-safety-related issues are discussed or presented, including Congressional training courses. These meetings and conferences will provide an excellent forum for discussion of California's corridor safety projects, as well as other traffic safety initiatives/programs, and sharing of information with other states conducting similar projects. All out-of-state travel is to receive prior approval from the Office of Traffic Safety (OTS).

<sup>2</sup> Rates shown were provided by CHP Accounting Section and were current as of the date of drafting of this document. However, rates may subsequently change, if appropriate, based upon standard departmental procedures for updating such rates.

## **SCHEDULE B-1**

**PROJECT No.: PT0507**

### **BUDGET NARRATIVE**

Page 3

**Note:** Travel expenses include conference/seminar registration fees as well as hotel, transportation, and per diem costs.

#### **C. CONTRACTUAL SERVICES**

- Funding for allied agency participation is provided. For corridor projects, allied agencies most commonly include Caltrans, and occasionally local law enforcement agencies with jurisdiction over selected corridor sites. Caltrans personnel participate in corridor task forces and/or provide expertise in development/review/implementation of safety action plans. If local law enforcement agencies agree to participate in the project, funding is provided to reimburse such agencies for personnel overtime costs. Personnel overtime will be used for activities specifically related to, and in direct support of, the project (e.g., additional enforcement, seatbelt checkups, child passenger restraint checkups, sobriety checkpoints, etc., as applicable based upon the focus of the corridor).
- Paid Media. Funding is provided for the production and airing of public service announcements to promote the goals and objectives of the project.

#### **D. EQUIPMENT**

No funding is provided for major equipment.

#### **E. OTHER DIRECT COSTS**

Corridor projects are unique in that site selection occurs after project commencement. After site selection, and based upon local conditions specific to each corridor, the associated task force determines necessary support items appropriate to its respective corridor. Therefore, expected needs in this category have not yet been identified, and flexibility in selection of such items is essential.

To accommodate this needed flexibility while fulfilling OTS requirements for specificity, each line item indicated in the Schedule B for this project is described below by a list of items commonly purchased by task forces during earlier corridor projects. The task force/coalition for each corridor in this project will choose the most appropriate items from those listed below based upon local conditions and allocated funding. The OPI will ensure that each task force exercises prudent judgment in determining which items to purchase, and the quantity of each. Quantities for strictly price-dependent items (e.g., bike helmets, child passenger restraints, radar units, etc.) are approximations only and may vary based on final unit cost.

## SCHEDULE B-1

PROJECT No.: PT0507

### BUDGET NARRATIVE

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Upon task force/coalition selection of requested items, the list will be promptly forwarded via e-mail/fax through GMS to OTS for information. If OTS objects to any intended purchase, the Regional Coordinator may notify GMS, which will then terminate the acquisition if possible. If special circumstances warrant purchase of an appropriate and essential item not listed below, GMS will forward a fax/e-mail request to OTS for pre-purchase approval.

Corridor project budgets commonly include promotional items, educational materials, minor equipment, supplies, and services as line items. The following descriptions clarify each of these budget line items, and also list the most commonly purchased goods or services associated with that budget line item.

- **Promotional Items.** Promotional items are generally incentive handouts distributed at appropriate venues to encourage project support by the public. Such items include those listed in Schedule A, and/or other similar items of nominal value approved by OTS. In addition, certain corridor projects may focus on specific groups (e.g., children, commercial truck drivers, etc.). In those corridor projects, promotional items may also include handouts specifically tailored to the targeted group (e.g., child safety seats and bike helmets for children, or truck-related items such as log books, flashlights, compact disk wallets, tire tread depth gauges, tire pressure gauges, etc. for truck drivers). Also, community leaders who voluntarily participate as task force/coalition members are normally recognized for their service to local traffic safety through token awards, typically including such items as plaques, glass awards, coasters, and desk accessories (e.g., paperweights, quality writing sets, etc.), or other similar items of nominal value. All promotional items purchased under this grant will contain a project-related traffic safety message, and display appropriate logos (as space and cost reasonably permit) in the following order of precedence: project (if applicable), CHP, OTS, and BT&H.
- **Educational Materials.** Essential elements of any public awareness campaign, such items typically include production/printing/duplication of rack cards, flyers, brochures, signs, banners, posters, and/or other project-related printed materials. Displays (tabletop or free standing) for project-related printed materials may also be purchased. (Due to cost considerations, displays will be limited to a maximum of one per participating Area.) The production of decals identifying each safety corridor as such (for placement on permanent corridor signs as subsequently described) is also included. Under special circumstances, educational materials could also include production of audio-visual materials. All educational materials purchased under this grant will contain a project-related traffic safety message, and display appropriate logos (as space and cost reasonably) in the following order of precedence: project (if applicable), CHP, OTS, and BTH.
- **Training.** Funding is provided for transportation planning courses to support the transportation elements of the "corridor" approach.

## SCHEDULE B-1

PROJECT No.: PT0507

### BUDGET NARRATIVE

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- **Corridor Signs.** Along and within corridor rights-of-way, Caltrans may also produce and install permanent blank metal signs (to which safety corridor identification decals referenced earlier are then affixed). Outside corridor rights-of-way, permanent signs may be produced and installed on private property as appropriately negotiated. Installation costs of any such permanent signs are considered non-reimbursable and are not included. The number of signs per corridor will vary depending upon corridor length, available resources, and other factors. Cost estimates for the signs are based on an average Caltrans production cost of \$300 per sign.
- **Light Detection and Ranging (LIDAR).** LIDAR is used to measure distance, speed, rotation, and chemical composition and concentration of a remote target where the target can be a clearly defined object, such as a vehicle, or a diffuse object such as a smoke plume or clouds. The Department will use LIDAR, which far surpasses radar, in measuring and supporting speed violations.
- **Minor Equipment.** This line item provides necessary support equipment for use by the Contra Costa substation, task forces, Academy graphic/photographic support personnel, and other assigned CHP Headquarters project coordinators to meet project objectives. Typically, this could include: office machines (faxing, laminating, binding, or multi-function machines), laptop computers, personal computers, printers, scanners, portable external hard drives, compact disk read-write (CD RW) drives, associated software, liquid crystal display (LCD) projectors and peripherals (screens, audio equipment, etc.), cameras (still or video), television/video camera recorder/digital video disk (TV/VCR/DVD) combinations, and hand-held radar units. Due to cost considerations, all items are normally limited to a maximum of one per participating CHP Area. Accessories, upgrades, and extended warranties may be included for any minor equipment items as appropriate.

Funding is also included for supplies which generally include those needed for operation of support equipment described earlier (memory cards for digital cameras, computer floppy or compact disks, printer cartridges, laminating and binding materials, paper, etc.).

- **Services.**

- a. **Facility Fees.** Funding provides facility fees for a CHP substation from the Brentwood Police Department during Corridor 2's Implementation Phase. The substation will be located directly on Vasco Road, and will facilitate Contra Costa's response to collisions in the eastern portion (Vasco Road) of its jurisdiction. The substation would also allow officers to complete reports in Brentwood rather than traveling 45 to 60 minutes to their Martinez office.

- b. **Meeting Facility Fees.** Funding provides required support for task force/coalition meetings and site surveys (i.e., meeting facility fees, and costs of transporting the task force to the site).

- c. **Transportation Fees.** Transportation costs could include rental of appropriate conveyance (i.e., buses, vans, etc.).

**SCHEDULE B-1**

**PROJECT No.: PT0507**

**BUDGET NARRATIVE**

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d. Display Booth Fees. Fees associated with establishment of informational booths at appropriate venues are also included.

e. Venue Fees. Funding is provided for venue fees to set up booths to distribute promotional and educational items, and to utilize the public address system to announce the traffic safety message at corridor-specific sports venues. The sports venues provide an excellent community outreach effort in support of the project.

Sales tax, based upon the applicable rate(s) for the point(s) of delivery, has been included in the estimated cost of each item described.

- **Fixed-Wing Aircraft Direct Operating Costs (Flight Hours).** Funding in the Other Direct Costs category also provides for reimbursement of direct operating costs associated with aircraft flight hours to support the enhanced ground enforcement efforts. Aerial support may be used to detect and track violators, and to assist ground personnel in alleviating traffic safety hazards associated with collisions. Direct operating costs include fuel, oil, and maintenance costs, but do not include expenditures for flight crews. Although the budget estimates are based upon average fleet-wide operating costs for fixed-wing aircraft, rotary-wing aircraft may be substituted for fixed-wing flight hours on a cost-proportional basis (i.e., one rotary-wing flight hour may be substituted for four fixed-wing flight hours).

**F. INDIRECT COSTS**

Indirect costs are included as an agency contribution in Schedule A-1.

**G. PROGRAM INCOME**

There will be no income generated as a result of this project.



## **Annex B**

### **Project Operational Plan**



**PT0507, Corridor 3 Safety Corridor  
Fresno County Roads Safety Corridors**

**OPERATIONAL PLAN**

Please enter Special Project Code **543** on CHP 415s and enforcement documents (citations).

Please record the use of nonuniformed personnel overtime on the CHP 71s by entering the OTS project number (PT0507) in the "remarks" column adjacent to the date the overtime is worked. By the tenth day of the month following the pay period in which the overtime was worked, forward a copy to the CHP 71 to Accounting Section, Fund Accounting Unit.

**NOTE:** Before personnel at the Office Services Supervisor I or Communications Supervisor I level are authorized to work project reimbursed overtime, all rank and file office or dispatch staff must have been offered and declined the opportunity to work the overtime.

**IMPORTANT:** Please ensure that all original CHP 415s and copies of CHP 71s and travel expense claims are saved for four years after the project has ended, because these documents are subject to audit.

**PROJECT GOAL**

To reduce fatal and injury **victims** on Friant/Millerton Roads and Manning Avenue as established by the Fresno County Roads Safety Corridor Task Force. The reduction will be measured during the last 12 months of the Implementation Phase of the project, which is **January 1, 2007, through December 31, 2007.**

**Exact goals for Friant/Millerton Road and Manning Avenue will be established by January 31, 2007.**

**PROJECT OBJECTIVES**

1. To identify the corridor. Task force members will be identified and the initial meeting for the corridor will be scheduled by **October 31, 2006.**
2. To provide OTS with the required documentation of local support by **December 31, 2006.**

3. To issue an operational plan by **October 31, 2006**, establishing the method of operation and the policies applicable to carry out the grant program. SPS
4. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor upon site selection by **December 31, 2006**. Completed.
5. To identify task force members and schedule the initial task force meeting by **October 31, 2006**.
6. To conduct a minimum of **four** task force/coalition meetings during project's Implementation Phase (January 1, 2007, to December 31, 2007).
7. To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and to identify potential short- and/or long-term solutions to the problems by **June 30, 2007**.
8. To implement at least two potential solutions per corridor within 12 months after each initial task force convenes by **December 31, 2007**.
9. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified "top five" reportable collision primary collision factors) PCFs) during the project Implementation Phase (August 1, 2006, to December 31, 2007).
10. To conduct a public awareness campaign to include:
  - a. The issuance of a news release announcing the kick-off of the Friant/Millerton Road and Manning Avenue Safety Corridor Project by **December 31, 2006**.
  - b. To develop a project logo by **December 31, 2006**.

- c. To conduct at least one public affairs officer (PAO) presentation per month during the period of **January 1, 2007, to December 31, 2007.**

**PAO PRESENTATIONS**  
**Friant/Millerton Road and Manning Avenue**

Month	Location	# of Attendees
August 2006		
September		
October		
November		
December		
January 2007		
February		
March		
April		
May		
June		
July		
August		
September		
October		
November		
December		

11. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BT&H logos. Materials are to be distributed at appropriate venues by **December 31, 2007.**
12. To use the following standard language in all press and media materials: **“Funding for this program was provided by a grant from the California Office of Traffic Safety.”**
13. To develop and include with the Final Report a *Safety Action Plan* addressing the traffic safety issues specific to Highway Friant/Millerton Road and Manning Avenue by **November 30, 2008.** SPS

## **Method of Procedure**

### **Phase I– Program Preparation** (August 1, 2006, through December 31, 2006)

1. For each corridor:
  - a. Select the corridor.
  - b. Identify prospective task force members.
  - c. Request a letter of support from city(ies)/counties that may be involved in the grant.
  - d. Locate a convenient meeting place.
  - e. Prepare an initial agenda that includes project goals and objectives and overview of grant funding resources and guidelines.
  - f. Collect and format three years of corridor collision data for analysis by the task force and Grants Management Section. Data will include, at a minimum, the location, primary collision factor, time of day, day of week, and month of year for all fatal and injury collisions. .
  - g. Begin the procurement process to acquire grant-funded equipment.
  - h. Develop a deployment strategy using project-funded enforcement overtime
  - i. Conduct an initial task force meeting.
2. The operational plan will be developed, published, and issued.
3. The project logo will be developed.
4. The OPI will:
  - a. Prepare and secure required OTS approvals (all news releases must be approved by CHP Grants Management Section via e-mail for fax) and issue the pre-project news release. SPS/CHP Area
  - b. Be responsible for writing minutes for all task force meetings. SPS
  - c. Prepare and complete all grant quarterly reports to be submitted to OTS. SPS
  - d. Submit requests for any necessary contractual documents, ensures that OTS receives copies of such requests, and provide copies of all executed contracts to OTS. SPS

Phase II – Implementation (August 1, 2006, to December 31, 2007)

Project-related activities will be completed. Participating commands and allied agencies will accomplish assigned enforcement tasks. The public awareness campaign will be conducted. Progress toward objective accomplishment and goal achievement will be reported. Activities should include:

1. Uniformed personnel will be deployed on overtime in support of project goals/objectives.
2. Allied agencies will participate, if applicable.
3. For the Friant/Millerton Road and Manning Avenue Safety Corridors:
  - a. The task force will meet quarterly, but may meet more often as necessary.
  - b. The task force will decide the most effective use of resources provided by the grant to meet the project goal of reducing reportable traffic collisions.
  - c. The task force will identify at least four factors, including conditions and behaviors that can be changed to improve the roadway environment and the safety of the corridor. The task force will develop a *Safety Action Plan*, the final version of which will be published with the Final Report. At a minimum, the *Safety Action Plan* will include the following elements:
    - ☞ Safety issues (concerns, problems, etc.).
    - ☞ Safety solutions (short- and long-term).
    - ☞ Assignment of responsibilities.
    - ☞ Identification of funding sources.
    - ☞ Implementation schedule.
  - d. Following identification of conditions and behaviors affecting traffic safety on the corridor, the task force will develop and conduct a public information and education campaign.
  - e. During the Implementation Phase, the task force will implement at least two solutions identified in its plan.
4. The OPI will report progress toward the project goal(s) and objectives in quarterly reports through channels to OTS.

Phase III – Data Gathering and Analysis (January 1, 2008 to September 30, 2008) SPS

With the assistance of the Fresno CHP Areas, the Special Projects Section Corridor Safety Unit will gather information on task force activities. Collision data will be collected by the involved Areas to support goal progress reporting. Although not a project goal or objective, citations issued by officers on project-funded overtime will be coded with a special project code to track the number of citations written, type of vehicle cited, and the violation. Data related to achievement of the project goal/objectives will be compiled and analyzed for inclusion in the final report.

Phase IV – Final Report and Executive Summary (October 1, 2008, through November 30, 2008) SPS

A Final Report and Executive Summary will be prepared specific to each corridor by the SPS project coordinator. The Final Report will include a Safety Action Plan.

## **BUDGET SUMMARY:**

This Traffic Safety Corridor Project is funded through Office of Traffic Safety grant #PT0507. The grant provides funds the following funds for the Friant/Millerton Road and Manning Avenue Corridor Safety Projects:

### **Enhanced Enforcement Overtime**

#### CHP Sergeant Overtime

FFY2 (10/1/06 – 9/30/07)	207 hours	\$12,848.00	
FFY3 (10/1/07 – 12/31/07)	73 hours	<u>\$ 4,672.00</u>	
			<b>\$17,520.00*</b>

#### Officer Overtime

FFY1 (10/1/06 – 9/30/07)	2,085 hours	\$104,250.00	
FFY2 (10/1/07 – 12/31/07)	722 hours	<u>\$38,266.00</u>	
			<b>\$142,516.00*</b>

#### Pilot & Observer Overtime

FFY1 (10/1/06 – 9/30/07)	71 hours	\$7,952.00	
FFY2 (10/1/07 – 12/31/07)	17 hours	<u>\$2,006.00</u>	
			<b>\$9,958.00*</b>

#### Public Safety Dispatcher Overtime

FFY1 (10/1/06 – 9/30/07)	45 hours	\$1,665.00	
FFY2 (10/1/07 – 12/31/07)	19 hours	<u>\$741.00</u>	
			<b>\$2,406.00*</b>

#### Clerical Overtime

FFY1 (10/1/06 – 9/30/07)	50 hours	\$1,300.00	
FFY2 (10/1/07 – 12/31/07)	21 hours	<u>\$567.00</u>	
			<b>\$1,867.00*</b>

Total Personnel	<b>\$174,267.00</b>
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\*Does not include benefits.

Contractual Services

Allied Agencies - Funds encumbered for contracts with Parlier, Fowler, and Reedley Police Departments.

Other Direct Costs\*\*

\*\*Budget pending approval of rollover funds for camcorder, laptop, projector, and computer accessories. Approval expected January 2007.





## **Annex C**

### **Press Release**



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**FOR IMMEDIATE RELEASE**  
December 31, 2006

**FRESNO AREA SAFETY CORRIDOR ENFORCEMENT**  
**ENTERS SECOND YEAR**

In a continuing effort to reduce the number of motorists killed or injured on Friant/Millerton Road and Manning Avenue, the California Highway Patrol (CHP) is starting its second year of a special safety corridor enforcement effort.

The Friant/Millerton Road and Manning Avenue Safety Corridor Task Force was formed as a joint effort comprised of the CHP Fresno Area, Department of State Parks, Fresno County Roads, Fresno County Sheriff's Department (Orange Cove), Parlier, Fowler, Reedley Police Departments, state and local government and community members to focus on the deployment of extra enforcement on Friant/Millerton Road and Manning Avenue. The goal of the task force is to reduce the number of people killed or injured in traffic collisions on Friant/Millerton Road, from Copper Road to Auberry Road and Manning Avenue from SR-41 east to the Fresno/Tulare County line.

The effort is being funded by a grant from the California Office of Traffic Safety through the National Highway Safety Administration for extra enforcement on the corridor from January 1 through December 31, 2007. This is the second year of the traffic safety grant. During the first year, more than 2,500 citations were issued in the safety corridor.

"This extra enforcement, combined with public education programs and roadway improvements made by the Fresno County Public Works Department, will improve traffic safety and save lives," said Fresno area CHP Captain Gary Fief.

The officers will continue enforcing all traffic laws with a special emphasis on the apprehension of aggressive drivers, including those speeding and driving under the influence of alcohol and/or drugs. Officers will also strictly enforce the use of seat belts and child safety seats.

Last year in California, more than 50 percent of people killed in traffic collisions were not wearing a seat belt, and 40 percent of all traffic deaths were alcohol-related. The leading cause of all collisions is speeding. The Friant/Millerton Road and Manning Avenue Task Force will target these issues to make these two corridors a safer route to travel.

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